

SENATE RECORD VOTE ANALYSIS

104th Congress
2nd Session

Vote No. 294

September 18, 1996, 5:47 pm
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TRANSPORTATION APPROPRIATIONS/Conference, Passage

SUBJECT: Conference report to accompany the Department of Transportation and Related Agencies Appropriations Bill for fiscal year 1996 . . . H.R. 3675. Agreeing to the conference report.

ACTION: CONFERENCE REPORT AGREED TO, 85-14

SYNOPSIS: The conference report to accompany H.R. 3675, the Department of Transportation and Related Agencies

Appropriations Bill for fiscal year 1997, will appropriate \$12.599 billion net in new budget authority (BA) for the Department of Transportation and related agencies, and will set the obligational ceiling for the Highway Trust Fund at \$18.000 billion. In total, the bill will provide \$37.945 billion in budget authority, trust fund ceilings, and exempt obligations, which is \$1.271 billion more than provided in fiscal year (FY) 1996.

Department of Transportation budget authority, \$12.553 billion, including:

- Federal Aviation Administration, \$6.802 billion; the funding increase will be sufficient to hire 500 new air traffic controllers and 367 new aviation inspectors;
- Coast Guard, \$3.466 billion; the report assumes \$300 million will be transferred from the Department of Defense for Coast Guard support of national security missions;
- Federal Highway Administration, \$150 million, which will all be for State infrastructure banks;
- Federal Transit Administration, \$823.0 million; and
- Amtrak grants, \$565.5 million, plus \$115 million for Northeast Corridor improvements (for related debate, see vote No. 255); total Amtrak funding will be \$760 million, which is less than the Senate-passed total of \$872 million.

Department of Transportation trust fund ceilings, \$23.291 billion, and exempt obligations, \$2.055 billion, including:

- Federal Highway Administration trust fund limitation \$18.078 billion (plus \$2.055 billion in exempt obligations);
- Federal Transit Administration trust fund limitation, \$3.559 billion (\$1.659 billion for formula grants (an additional \$490 million will be appropriated for formula grants) and \$1.900 billion for discretionary grants); and
- Federal Aviation trust fund limitation, \$1.460 billion.

(See other side)

YEAS (85)				NAYS (14)		NOT VOTING (1)	
Republican (47 or 90%)		Democrats (38 or 81%)		Republicans (5 or 10%)	Democrats (9 or 19%)	Republicans (1)	Democrats (0)
Abraham	Hatfield	Akaka	Kerrey	Brown	Biden	Gregg- ²	
Ashcroft	Helms	Baucus	Kerry	Kyl	Bingaman		
Bennett	Hutchison	Boxer	Kohl	Roth	Bryan		
Bond	Inhofe	Bradley	Lautenberg	Smith	Byrd		
Burns	Jeffords	Breaux	Leahy	Specter	Dodd		
Campbell	Kassebaum	Bumpers	Levin		Dorgan		
Chafee	Kempthorne	Conrad	Mikulski		Exon		
Coats	Lott	Daschle	Moseley-Braun		Lieberman		
Cochran	Lugar	Feingold	Moynihan		Reid		
Cohen	Mack	Feinstein	Murray				
Coverdell	McCain	Ford	Nunn				
Craig	McConnell	Glenn	Pell				
D'Amato	Murkowski	Graham	Pryor				
DeWine	Nickles	Harkin	Robb				
Domenici	Pressler	Heflin	Rockefeller				
Faircloth	Santorum	Hollings	Sarbanes				
Frahm	Shelby	Inouye	Simon				
Frist	Simpson	Johnston	Wellstone				
Gorton	Snowe	Kennedy	Wyden				
Gramm	Stevens						
Grams	Thomas						
Grassley	Thompson						
Hatch	Thurmond						
	Warner						

EXPLANATION OF ABSENCE:

- 1—Official Buisiness
- 2—Necessarily Absent
- 3—Illness
- 4—Other

SYMBOLS:

- AY—Announced Yea
- AN—Announced Nay
- PY—Paired Yea
- PN—Paired Nay

Related agencies:

- National Transportation Safety Board, \$42.4 million; and
- \$3.5 million for the Architectural and Transportation Barriers Compliance Board.

Miscellaneous:

- funds will not be used to implement a National Highway Traffic Safety Administration ruling to allow the Government to increase corporate average fuel economy (CAFE) standards;
- a 1-year moratorium will be imposed on penalizing Maine or New Hampshire for noncompliance with Federal vehicle weight limitations;
- the Secretary of Transportation will have authority in FY 1997 to use voluntary separation incentives to reduce employment levels;
- an independent assessment will be made of the acquisition management system of the Federal Aviation Administration;
- anti-competitive trade practices in air transportation will be investigated;
- funds and incentives will be provided for closing rail-highway crossings;
- funding will be provided for railroad loan guarantees for rail infrastructure and safety improvements; and
- the Coast Guard will be barred from issuing, implementing, or enforcing any regulations that fail to distinguish between edible oils and toxic oils, as required by Public Law 104-55.

Those favoring passage contended:

This conference report includes \$12 billion in new budget authority and \$35 billion in outlays. It will fund the critical infrastructure needs of our country. The fights over whether the Government should be involved in such projects dates back to the very beginning of our republic, and from the very beginning of our republic, when those projects have been funded, the Nation has prospered. Investments in roads, railroads, airlines, buses, and subways are those rare investments in the production side of the economy that help our country grow and prosper. Key provisions of the conference report include increased funding for the FAA and \$150 million for State infrastructure banks. Many Senators are disappointed that we could not get the full amount of funding for Amtrak that the Senate authorized, and other Senators are disappointed that the amendment on the funding formula which the Senate adopted was dropped. Senate conferees fought for those provisions but the House prevailed. Overall, though, this bill closely follows the priorities that were set in the Senate-passed bill, so we urge our colleagues to vote for its adoption.

Those opposing passage contended:

We would filibuster this bill if we thought it would do any good. Our objection is that the funding for Amtrak, particularly for the electrification of the Northeast Corridor, was cut from the amount in the Senate-passed bill. Unfortunately, if we kill this conference report, funding for the Transportation Bill will end up in a continuing resolution, and we know that our House colleagues will likely insist on cutting Amtrak in that continuing resolution. We realize conferees already got the best deal possible on Amtrak funding, but in protest we will still vote against passage of the conference report.